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what has hitherto been called American success, he says: "The great majority of the fortunes of this country have been made, not through fraud or oppression, but through ability that has done far more for the poor man than for its possessor." He disingenuously upbraids the working man for being discontent with his wages, and at the same time inveighs against churches that fail to pay more adequate salaries to missionaries and preachers. In elaborating this injustice he forgets what he has repeatedly said in other portions of the book about the benevolent rich, and declares: "I am ashamed of the selfishness of the wealthy. These men always ask others to do the sacrificing."

It is such thinking and such writing that furnish the soil that will forever produce corruption in business and in politics. Fortunately, it may be said that the optimism which the author says has been forced upon him by much travel and by the pressure of events, is not the kind that the leading pulpитеers of the country are meeting in their travels and are being forced by pressure of events to preach to their congregations.

WILLIAM H. ALLEN.

New York City.

Johnson, W. F. *Four Centuries of the Panama Canal.* Pp. ix, 461. Price, \$3.00. New York: Henry Holt & Co., 1906.

There are perhaps few subjects on which so much has been written in a fragmentary way as on that of the Panama Canal. Nearly all writings, however, treat of the subject from some special standpoint; some of them briefly and others in detail. The volume entitled "Four centuries of the Panama Canal" treats the subject chiefly from the historical and political standpoints. Technical matters are barely touched on, while the commercial and military aspects are not referred to.

The historical part is quite full, particularly that covering the early days, and shows great research on the part of the author, who has not allowed an important event to escape him. No better account in a connected form of the doings of the explorers in the early days of this great enterprise is known to exist.

The name of the work would indicate that it treats of the Panama Canal alone, but all the other projects of an interoceanic waterway come up for consideration, as they naturally would, on account of their intimate connection.

Perhaps the greatest defect of the work is the failure of the author to discuss the commercial and military aspects. These are subjects of great importance. But for the commercial and military value to the United States it is not probable that any canal across the isthmus would ever have been attempted by this government. Moreover, there is a good deal of misapprehension in the popular mind on both of these points. Many believe that the canal will revolutionize navigation; others that it will be of little benefit. There is a mean between these two extremes, and it is of importance that the

public mind should be set right in respect thereto. This phase of the subject was investigated a few years ago by Mr. Emory R. Johnson, of the University of Pennsylvania. His work, printed as an appendix to the Report of the Isthmian Canal Commission of 1901, comprises a vast amount of research and labor, and affords a basis for a full consideration of the commercial value of the canal. The military value of the canal is treated in the same report of the Commission.

It is not a pleasant task to point out defects, particularly as the author seems to fully appreciate them, and makes ample apologies for them in his preface. In dealing with the technical features the author has been led into several errors. Some result from his bias in favor of a sea-level canal, which he makes no effort to conceal. These errors, however, are not of great importance, and do not detract in great degree from the merits of the book.

Considerable space is devoted to the discussion of the formation of the Republic of Panama and the part taken by the United States at the time it was formed. While these relate properly to the history of Panama, they only relate remotely to the canal. The effort to justify the action of the United States as to its course at the time of the formation of the Panama Republic is more argumentative than historical.

The appendices, which are included in the volume, and which show the various treaties made by the United States with Great Britain, Colombia and Panama, are exceedingly useful. They enable the critical reader to form his own judgment as to their bearing and effect on the course of events. It is but just to say that on the whole the work is very creditable and will form a useful addition to the library of any student of Isthmian Canal affairs.

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Joyce, P. W. *A Smaller Social History of Ancient Ireland.* Pp. xxiii, 574.

Price, \$1.25. London and New York: Longmans, Green & Co., 1906.

The civilization of early Ireland has not received the attention it deserves from those interested in early social development. This is the more to be wondered at as no other country of Europe presents a more promising field for research. Ireland has been subject to comparatively few foreign influences, and as a consequence her social institutions underwent remarkably little change until far along in the historical period. Moreover, a rich native literature existed, much of which has been preserved not only in the island itself, but scattered through the monastic archives of Europe, where it was carried by the Irish missionaries of the seventh and eighth centuries. The Celtic revival is gradually bringing this material to light, and the present book, an abridgment of the author's two-volume work, "A Social History of Ancient Ireland," published in 1903, gives an excellent idea of our present knowledge in this field. It is intended for the general reader, and is written in a pleasing and popular style. The author gives his own conclusions on